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COUNTRY

East Germany

REPORT NO.

TOPIC

Technical Information on Il-28 Aircraft

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EVALUATION

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PLACE OBTAINED

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DATE OF CONTENT

April and May 1953

DATE OBTAINED

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DATE PREPARED

23 July 1953

REFERENCES

2

PAGES

ENCLOSURES (NO. &amp; TYPE)

I - a sketch on ditto

REMARKS

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SOURCE

1. On 15 April 1953, eight Il-28s landed at Brand airfield. The very moment the landing flaps were extended, the flap on the rudder assembly, which was previously reported as a black stripe, opened quickly and almost with a jerk to the rear at an angle of about 30 degrees for a period of about 2 seconds, and closed even quicker. Source's attention was directed to this by a flash of sunlight reflected on the flap. He observed the planes from the rear. Their guns did not move.<sup>1</sup>
2. Source observed that, during night flying activity, the tail turret of Il-28 was lighted while the tail gunners stations of the Uil-28 remained dark. Source had previously mistaken the light in the tail turret for a white-yellow tail position light which was, however, not observed on these aircraft.<sup>2</sup>
3. Source frequently observed that it took about 20 minutes to refuel 16 jet bombers from four fuel trucks with trailers. Occasionally, source noticed that a vehicle similar to a fuel truck which was covered by a tarpaulin approached the aircraft up to about 25 meters and that a single-axle hand drawn carriage was moved between the truck and the aircraft about 6 to 8 times while something was loaded in the plane. Source could not determine whether bombs or other items were loaded. The take-off run of these loaded aircraft took about 2,000 meters, while Il-28s which were refueled but not loaded became airborne after a take-off run of 1,000 to 1,500 meters and Il-28s which were neither loaded nor refueled before the take-off, sometimes became airborne after a run of only 500 meters.<sup>3</sup> A Soviet Air Force sergeant stated that the jet bombers had a net weight of 18 tons.<sup>4</sup>
4. In early May, only one fuel truck without trailer usually moved up to the aircraft, with its fuel gauge having dropped from 2,300 liters to 0 liters on return. Maximum flying time recorded during this period was about 45 minutes. The aircraft were refueled by one hose which was put into a filling point just aft of the canopy. About one hour before the flying started, fuel trucks and other vehicles used to move into position. For take-offs in western direction they were parked south of the east-west runway and for take-offs in eastern direction they were parked north of this runway near the former hangar, in the vicinity of Ziegumerblock.
5. At 10 a.m. on 6 May, a turbo-jet engine was started at the old test stand with noise heard previously. The engine was running for about one hour including three 5-minute periods of full speed and a one-minute period at full speed shortly before the engine was switched off. In between, the singing noise of an engine running at idling speed was heard. A fuel truck was parked at the test stand. By noon, the gates of the

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test stand were still open and personnel were still around the installation. The mounting and dismounting of the engine at the test stand was not observed. In the afternoon when source, drove by, all jet aircraft stationed at the field were covered by tarpaulins and parked at their usual place. Source believed that the engine which had been tested in the morning had not been dismantled from one of the Il-28s.<sup>5</sup>

6. It was still undetermined whether the repair shop for turbo-jet engines was equipped with a galvanizing or a vulcanizing shop. Source believed that the shop was a vulcanizing shop because a worker stated that the inner walls of auxiliary fuel tanks on the jet aircraft were provided with a rubber layer. The tanks of GA aircraft were also vulcanized at the repair shop.

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1. [ ] Comment. For tail assembly of an Il-28 with extended flaps, see Annex. The flap was previously reported by another source. See [ ] . The information of the present report tends to indicate that these flaps are possibly connected with the landing flaps and that they are to reduce the yawing of the aircraft gliding with extended landing flaps by increasing the efficiency of the vertical stabilizer. It was previously observed on parked Il-28s that a device kept the tarpaulin from touching the sides of the fin. See [ ] . This device is probably not to protect the flaps on the fin, but rather the dipoles fitted closely under the upper edge of the fin.

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2. [ ] Comment. Source reported previously that Il-28 aircraft had set position lights for night flying. See [ ] . Efforts have been initiated to obtain clarification on subject.

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3. [ ] Comment. It is believed that the ammunition was loaded. Bombs should have been easily identified by source.

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4. [ ] Comment. This figure corresponds to the net weight without bomb load, assumed for the Il-28 by this office.

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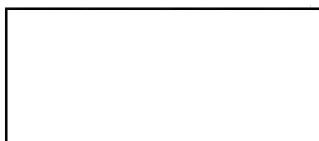
5. [ ] Comment. The last test run of a turbo-jet engine at the test stand was observed on 15 January 1953. See [ ] . It is believed improbable that the repair shop in Hangar No 20 should still be under construction. See [ ] .

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6. [ ] Comment. A galvanizing department was mentioned in a previous report. See [ ] . A galvanizing shop can hardly be mistaken for a vulcanizing shop, because of the entirely different equipment. It is possible, that both of these installations are available at the repair shop.

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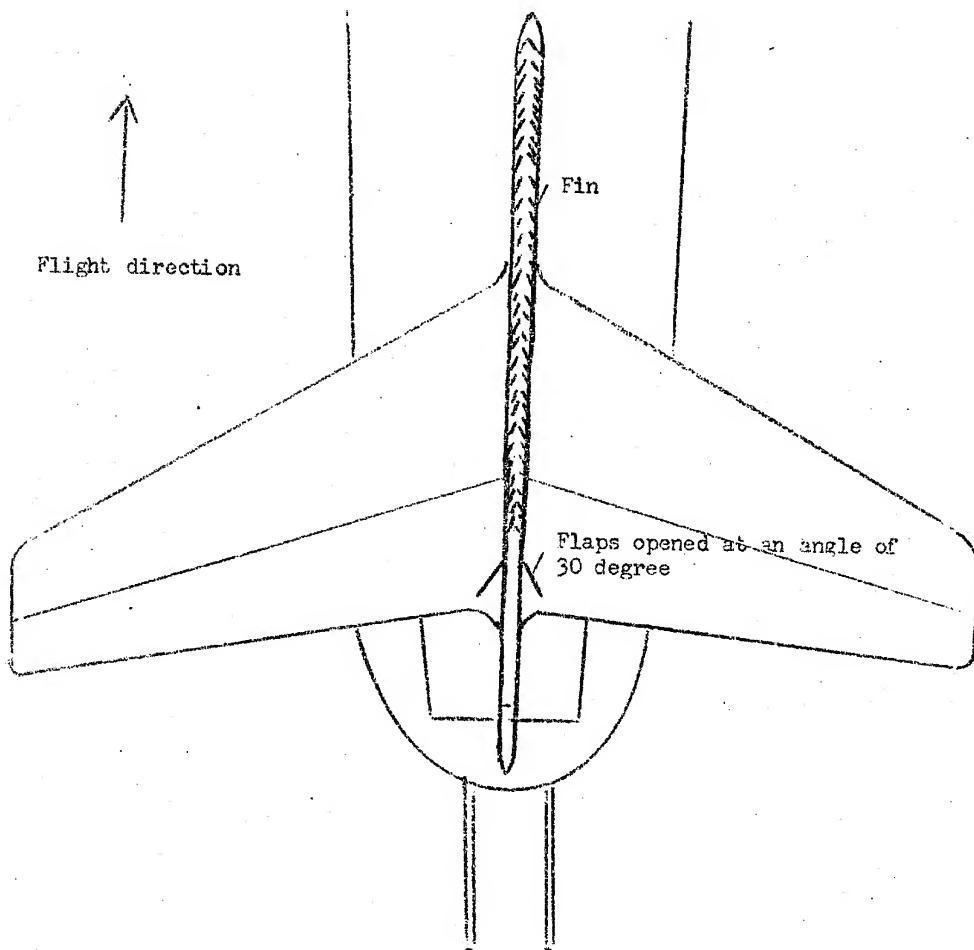
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Top View of an Il-28 with Extended Flaps on the Fin.



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